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The operational briefing at all bases should include the following components:

- General incident situation locally, statewide, and nationally
- Assignments
- Daily Airspace Coordination Report
- Frequencies
- Discussion of problems and conflicts encountered the day before (or ongoing), along with resolution
- Safety issues and alerts

Briefing on airspace and associated issues are not intended to replace standard briefing formats such as those found in agency or Interagency Guides (e.g., Interagency Helicopter Operations Guide Daily Briefing/Debriefing Checklist).

CRITQUES AND EVALUATIONS (Revised September 2001)

8335.2

MISSION CRITIQUES (Revised September 2001)

8335.2.1

Critiques of incident operations are very important management tools for promoting safety and improving operational effectiveness.

Critiques should be utilized by ATGS and helitack captains to the extent possible after each incident operation.

Base managers should regularly hold critiques with ground support personnel and be involved in critiques with pilots for improving aircraft ground handling procedures.

Incident commanders and other ground attack personnel involved with incident air attack operations should be included in critique meetings when possible.

Ground attack input can often be obtained immediately during incident operations by quick exchange on a tactical radio frequency, or by telephone after mission completion.

Operational problems affecting safety should be communicated as quickly as possible.

Action to correct safety problems must be taken quickly to prevent recurrences.

When distances and time permit, it may be useful to transport pilots to the site of an incident for first-hand observation and to see the results of their activities.

It is often more practical for ground attack personnel to travel to the base for joint critiques when they are free.

PILOT EVALUATION AND DEFICIENCIES (Revised September 2001)

8335.2.2

Evaluation and carding of pilots will be conducted by the AMU staff under the direction of the Chief of Aviation. CDF personnel performing the duties of ATGS, air base manager or helitack captain have the responsibility of objectively evaluating pilot performance while assigned to air attack bases and helitack.

The carding of a pilot does not guarantee satisfactory performance on the job.

Issuance of a pilot card indicates the pilot meets the FAA and department requirements specified by CDF for operating the aircraft indicated on the interagency card, and has demonstrated safe, proficient aviation techniques in a flight test.

Although flight tests are designed to check pilot performance in situations similar to actual assignments, the exact simulation of all working conditions is not possible.

Operating safety is the primary consideration for making pilot evaluations. Successful performance of tactical assignments is also important but must not overrule the use of safe operating practices.

Aviation management personnel must continually work toward preventing unsafe aircraft operating practices by using good management techniques, including training, safety discussions, operation critiques and enforcement of safety rules.

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